

Section 13. Use of PAR for Approach Monitoring- Terminal

5-13-1. MONITOR ON PAR EQUIPMENT

Aircraft conducting precision or nonprecision approaches shall be monitored by PAR equipment if the PAR final approach course coincides with the NAVAID final approach course from the final approach fix to the runway and one of the following conditions exists:

NOTE-

1. The provisions of this section do not apply to monitoring simultaneous ILS, MLS, or ILS and MLS approaches.

2. This procedure is used in PAR facilities operated by the FAA and the military services at joint-use civil/military locations and military installations during the operational hours of the PAR.

a. The reported weather is below basic VFR minima.

b. *USA Not applicable.* At night.

c. Upon request of the pilot.

REFERENCE-

FAAO 7110.65, *Simultaneous Independent ILS/MLS Approaches- Dual & Triple, Para 5-9-7.*

5-13-2. MONITOR AVAILABILITY

a. Inform the aircraft of the frequency on which monitoring information will be transmitted if it will not be the same as the communication frequency used for the approach.

PHRASEOLOGY-

RADAR MONITORING ON LOCALIZER VOICE (frequency),

and if applicable,

CONTACT (terminal control function) (frequency, if required) **AFTER LANDING.**

b. If the approach is not monitored, inform the aircraft that radar monitoring is not available.

PHRASEOLOGY-

RADAR MONITORING NOT AVAILABLE.

c. If conditions prevent continued monitor after the aircraft is on final approach, advise the pilot. State the reason and issue alternate procedures as appropriate.

PHRASEOLOGY-

(Reason), **RADAR MONITORING NOT AVAILABLE,** (alternative instructions).

NOTE-

Approach monitoring is a vital service, but during the approach, the controller acts primarily as a safety observer and does not actually guide the aircraft. Loss of the radar monitoring capability (and thus availability) is no reason to terminate an otherwise good instrument approach. Advise the pilot that radar contact has been lost (or other reason as appropriate), that radar monitoring is not available, and of actions for the pilot to take in either proceeding with or breaking off the approach; i.e., contact tower, remain on PAR frequency, etc.

5-13-3. MONITOR INFORMATION

When approaches are monitored, take the following action:

a. Advise the pilot executing a nonprecision approach that glidepath advisories are not provided. Do this prior to the pilot beginning the final descent.

PHRASEOLOGY-

GLIDEPATH ADVISORIES WILL NOT BE PROVIDED.

b. Inform the aircraft when passing the final approach fix (nonprecision approaches) or when passing the outer marker or the fix used in lieu of the outer marker (precision approaches).

PHRASEOLOGY-

PASSING (FIX).

c. Advise the pilot of glidepath trend information (precision approaches) and course trend information to indicate target position and movement with respect to the elevation or azimuth cursor when the aircraft target corresponds to a position of well above/below the glidepath or well left/right of course and whenever the aircraft exceeds the radar safety limits. Repeat if no correction is observed.

EXAMPLE-

Course trend information:

"(Ident), well right/left of P-A-R course, drifting further right/left."

Glidepath trend information:

"(Ident), well above/below P-A-R glidepath."

REFERENCE-

FAAO 7110.65, *Glidepath and Course Information, Para 5-12-4.*

d. If, after repeated advisories, the aircraft is observed proceeding outside the safety limits or a radical target deviation is observed, advise the aircraft if unable to proceed visually, to execute a missed approach. Issue a specific altitude and heading if a procedure other than the published missed approach is to be executed.

PHRASEOLOGY-

(Position with respect to course or glidepath). IF NOT VISUAL, ADVISE YOU EXECUTE MISSED APPROACH (alternative instructions).

e. Provide monitor information until the aircraft is over the landing threshold or commences a circling approach.

f. Provide azimuth monitoring only at locations where the MLS glidepath and the PAR glidepath are not coincidental.

REFERENCE-

FAAO 7110.65, Radar Service Termination, Para 5-1-13.